

TYPE II DEVELOPMENT & ENVIRONMENTAL REVIEW, STAFF REPORT & DECISION

Form DS1401



Project Name: HANNAH CORPORATE HEADQUARTERS

Case Number: PSR2004-00034; SEP2004-00098;
EVR2004-00048

Location: North side of NE Coxley Drive approximately 250 feet west of
NE 107th Avenue

Request: Site plan approval to construct an approximately 28,768
square foot, 2-story commercial building with medical and
dental offices on the ground floor and general offices on the
second floor, on a 1.67-acre parcel located in the CL zoning
district.

Applicant: Greg Mitchell
LRS Architects
1121 SW Salmon Street, Suite 100
Portland, OR 97205
(503) 221-1121

Contact Person: Same as applicant

Property Owners: Richard & Marilyn Hannah
PO Box 1679
Vancouver, WA 98668

DECISION

Approved, subject to Conditions of Approval

Team Leader's Initials: **Date Issued:** September 24, 2004

County Review Staff:

	<u>Name</u>	<u>Phone</u> (360) 397- 2375 Ext.	<u>E-mail Address</u>
Planner:	Alan Boguslawski	4921	Alan.boguslawski@clark.wa.gov
Engineer (Trans. & Stormwater):	Fereidoon Safdari	4219	Fereidoon.safdari@clark.wa.gov
Engineer (Trans. Concurrency):	Shelley Oylear	4354	Shelley.oylear@clark.wa.gov

Team Leader:	Krys Ochia	4834	Krys.ochia@clark.wa.gov
Engineering Supervisor: (Trans. & Stormwater):	Richard Drinkwater P.E.	4492	Richard.drinkwater@clark.wa.gov
Engineering Supervisor: (Trans. Concurrency):	Steve Schulte P. E.	4017	Steve.schulte@clark.wa.gov

Parcel Number(s): Tax lot 30 (158116) located in the NE ¼ of Section 16, Township 2 North, Range 2 East of the Willamette Meridian.

Comp Plan Designation: General Commercial

Applicable Laws:

Clark County Code (CCC) Sections: 40.230.010 (Commercial Districts), 40.320 (Landscaping & Screening), 40.340 (Parking & Loading), 40.350 (Transportation & Circulation), 40.360 (Solid Waste & Recycling), 40.370 (Sewer & Water), 40.380 (Stormwater & Erosion Control), 40.500.010 (Procedures), 40.510.020 (Type II Process), 40.520.010 (Legal Lot Determination), 40.520.040 (Site Plan Review), 40.570 (SEPA), 40.610 & 40.620 (Impact Fees).

Neighborhood Association/Contact:

Maple Tree Neighborhood Association
Kevin Soma, President
7415 NE 63rd Ct
Vancouver WA 98662
(360) 891-1162

Time Limits:

The application was determined to be fully complete on July 9, 2004. Therefore, the County Code requirement for issuing a decision within 78 days lapses on September 25, 2004. The State requirement for issuing a decision within 120 calendar days lapses on November 6, 2004.

Vesting:

An application is reviewed against the subdivision, zoning, transportation, stormwater and other land development codes in effect at the time a fully complete application for preliminary approval is submitted. If a pre-application conference is required, the application shall earlier contingently vest on the date the fully complete pre-application is filed. Contingent vesting requires that a fully complete application for substantially the same proposal is filed within 180 calendar days of the date the county issues its pre-application conference report.

A pre-application conference on this matter was held on April 29, 2004. The pre-application was determined to be contingently vested on March 29, 2004.

The fully complete application was submitted on June 15, 2004 and determined to be fully complete on July 9, 2004. Given these facts the application is vested on March 29, 2004.

Public Notice:

Notice of application and likely SEPA Determination of Non-Significance (DNS) was mailed to the applicant, the Maple Tree Neighborhood Assn, and owners of property located within 300 feet of the site on July 23, 2004. Notice of the likely SEPA Determination was published in the "Columbian" Newspaper on July 23, 2004.

Public Comments:

In response to the public notice, the county received a SEPA comment letter on August 6, 2004 from the Washington Department of Ecology. The letter cites DOE requirements if soil or groundwater contamination is observed during construction. It also cites DOE water quality requirements.

Staff Response:

The county will enforce the requirements of the Stormwater and Erosion Control Ordinance (CCC 40.380) in reviewing and implementing the development plans. The requirements of CCC 40.380 are consistent with those standards and requirements of the DOE Stormwater Management Manual, and will ensure that stormwater runoff from this development will not result in violation of state water quality standards.

The applicant and property owners have been provided with a copy of the DOE letter.

Project Overview

The development site is a 1.62 acre parcel currently graveled and used as a parking lot. The central portion of the site is level, with steep embankments leading up to the west, north, and east property boundaries. The site contains minimal vegetation.

NE Coxley Drive abuts the site on the south and provides access.

Surrounding uses and zoning are as indicated along with those of the site in the following table:

Compass	Comp Plan	Zoning	Current Land Use
Site	General Commercial	Limited Commercial (CL)	Parking lot
North	General Commercial	Limited Commercial (CL)	Auto dealership & shopping center
West	General Commercial	Limited Commercial (CL)	Auto dealership
South	General Commercial	Highway Commercial (CH)	Insurance office
East	General Commercial	Limited Commercial (CL)	Shopping center

The site is proposed to be developed with a 28,768 square foot two-story office building for general office and medical office use, along with on site parking and landscaping. Retaining walls are proposed to be constructed along the west and north property boundaries.

Staff Analysis

Staff first analyzed the proposal in light of the 16 topics from the Environmental Checklist (see list below). The purpose of this analysis was to identify any potential adverse environmental impacts that may occur without the benefit of protection found within existing ordinances.

- | | |
|---------------------------------|--|
| 1. Earth | 9. Housing |
| 2. Air | 10. Aesthetics |
| 3. Water | 11. Light and Glare |
| 4. Plants | 12. Recreation |
| 5. Animals | 13. Historic and Cultural Preservation |
| 6. Energy and Natural Resources | 14. Transportation |
| 7. Environmental Health | 15. Public Services |
| 8. Land and Shoreline Use | 16. Utilities |

Then staff reviewed the proposal for compliance with applicable code criteria and standards in order to determine whether all potential impacts will be mitigated by the requirements of the code.

Staff's analysis also reflects review of agency and public comments received during the comment period, and knowledge gained through a site visit.

Major Issues:

Only the major issues, errors in the development proposal, and/or justification for any conditions of approval are discussed below. Staff finds that all other aspects of this proposed development comply with the applicable code requirements, and, therefore, are not discussed below.

Finding 1 Parking

CCC 40.340.010(B) contains criteria for the calculation of parking requirements for site plans. The minimum number of parking spaces to be provided (by use) is based on Table 40.340.010-4, and is to be calculated based on gross floor area devoted to each use.

The applicant proposes to provide parking spaces based on the following approximate allocation:

- 12,500 sq ft – general office (1 space per 400 sq ft)
- 10,500 sq ft – medical/dental office (1 space per 200 sq ft)
- 6,000 sq ft – records storage (1 space per 2,000 sq ft)

The applicant argues that the 6,000 square feet devoted to records storage should be calculated at one space per 2,000 square feet because it is an unstaffed area

with no dedicated employees. Anyone accessing this space will have permanent desk space in the general office area on the second floor.

Staff concurs with the applicant's parking analysis, and agrees that this office building will have a disproportionate share of space allocated to records storage, compared to other general office buildings. However, the applicant is advised and cautioned that limiting the parking on this site may have the affect of limiting uses of the building in the future. If a future user of the building wishes to remodel the records storage area for general office use, the parking may not be adequate, and the tenant improvement permit may not be approved.

The applicant's calculation results in a minimum of 88 parking spaces required. The site plan and narrative indicate that 93 spaces are provided; however, a count of the spaces results in a total of 86 spaces on the site plan. Therefore, the site plan will need to be amended to either provide additional parking spaces, or to reduce the space allocated to medical/dental offices. (see Condition A-1)

Also, a condition of approval is warranted limiting the amount of space allocated medical/dental (the more intensive use), without further review. (see Condition C-1)

Finding 2 Landscaping

Landscape buffers are required around the perimeter of the site in accordance with Table 40.320.010-1 as follows:

- south (abutting street): 10-foot buffer with L2 landscaping
- west, north & east (abutting commercial): 5-foot buffer with L1 landscaping

The preliminary landscape plan provides landscape plantings in the west, north, and east buffers that meet or exceed the minimum standards cited above, except that live ground cover plantings are not indicated for the west and east buffers. Lawn or live ground cover is required within the 5-foot buffers, in addition to the trees and shrubs, in accordance with CCC 40.320.010(B). (see Condition A-2)

The applicant requests a reduction in the depth of the south landscape buffer from ten feet to five feet in order to accommodate a retaining wall set back five feet from the south property line along NE Coxley Drive.

Staff finds that the applicant's site design orients the proposed building front façade toward the public street, bringing the building close to the front property line and locating on site parking to the side and rear of the building. It also provides an elevated pedestrian plaza area along the front of the building and incorporates pedestrian-friendly design concepts, including windows and canopies. These designs and amenities are encouraged in the county's Commercial Design Guidelines (Appendix 'A' of Title 40). The reduced five foot landscape buffer will contain canopy trees and dense ornamental shrubs and plantings that will mitigate the impacts of the retaining wall, and will, in combination with the other aesthetic design features, provide an attractive appearance to the site. The buffer will need to include live ground cover. (see Condition A-2)

Therefore, in accordance with the authority granted in CCC 40.230.010(E), staff concurs with the applicant's proposed design.

Staff finds that the preliminary landscape plan adequately fulfills all other applicable landscaping requirements, subject to Condition A-2.

Landscaping is required to be installed prior to occupancy. (see Condition C-2)

TRANSPORTATION CONCURRENCY:

Finding 3 Concurrency

The applicant submitted a traffic study for this proposal in accordance with CCC 40.350.020(B) and is required to meet the standards established in CCC 41.350.020(G) for corridors and intersections of regional significance. The county's Traffix™ model includes the intersections of regional significance in the area and the county's model was used to evaluate concurrency compliance.

County concurrency staff has reviewed the proposed Hannah Corporate Building. The site proposal includes 10,517 sq ft of medical-dental space and 18,251 sq ft of general office space. The proposed development is located along the north side of NE Coxley Drive, west of NE Gher Road. The applicant's traffic study estimates the total net new weekday AM peak hour trip generation at 54 new trips, and PM peak hour trip generation is estimated at 68 trips.

Finding 4 Site Access

Level of Service (LOS) standards are not applicable to accesses that are not regionally significant; however, the LOS analysis provides information on the potential congestion and safety problems that may occur at the site access to the arterial and collector network. The traffic study proposes one access to Coxley Drive. The access appears to maintain acceptable LOS.

Finding 5 Intersection Operating LOS

The proposed development was subject to concurrency analysis for intersections of regional significance. The study reports an unacceptable level of service for the NE Coxley Drive / NE Gher Road intersection.

The county plans to install a median at the intersection restricting left turn movements from Coxley Drive. This planned improvement will resolve safety and congestion issues at the intersection.

Finding 6 Operating LOS on Corridors

The proposed development was subject to concurrency modeling. The modeling results indicate that the operating levels comply with travel speed and delay standards. Therefore, the proposed development complies with the Concurrency Ordinance, CCC 40.350.020.

The applicant should reimburse the county for costs incurred in running the concurrency model. (see Condition A-3)

Finding 7 Safety

Where applicable, a traffic study shall address the following safety issues:

- traffic signal warrant analysis,
- turn lane warrant analysis,
- accident analysis, and
- any other issues associated with highway safety.

Mitigation for off-site safety deficiencies may only be a condition of approval on development in accordance with CCC 40.350.030(6)(a). This section states that “nothing in this section shall be construed to preclude denial of a proposed development where off-site road conditions are inadequate to provide a minimum level of service as specified in Section 40.350.020 or a *significant* traffic or safety hazard *would be caused or materially aggravated* by the proposed development: provided that the developer may voluntarily agree to mitigate such direct impacts in accordance with the provisions of RCW 82.02.020.”

Finding 8 Historical Accident Situation

The applicant's traffic study analyzed the accident history at the regionally significant intersections; however, all of the historical accident rates at these intersections are below 1.0 accident per million entering vehicles. Therefore, mitigation by the applicant is not required.

Finding 9 Traffic Controls

During site development activities, the public transportation system (roadways, sidewalks, bicycle lanes, etc.) may be temporarily impacted. In order to minimize these impacts and coordinate work occurring in the public right-of-way, the applicant will need to prepare and have approved a Traffic Control Plan. (see Condition B-1)

TRANSPORTATION:

Finding 10 Circulation Plan

The proposed development site is located on the north side of NE Coxley Drive between NE 107th Avenue and NE 109th Court. The proposed 28,768 square feet office building will use NE Coxley Drive as primary and the only access road. The road loops around and connects to NE Fourth Plain Boulevard to the north. To the east, NE Coxley connects to Gher Road. The applicant has completed a traffic impact analysis to address potential issues caused by the proposed development. The report concludes that the proposed development will add traffic to the existing roadway system. The report also concludes that the road will continue to operate at an acceptable level of service “B” during the design year, with or without the development, except for NE Gher Road / NE Coxley Drive, which operates at level “F” during the existing p.m. peak hour. The report indicated that the development will not impact the westbound movement, as the project does not add any trips to that leg. The applicant has indicated that intersection improvement will not be required, since this development does not add any trips to the failing movement.

The proposed development will construct an attached side walk, 6-feet wide, along the frontage of the proposed development to match existing sidewalks to the east and west of the development. The applicant has requested a road modification for

the proposed attached sidewalk. The proposed sidewalk will provide for more efficient pedestrian circulation in the vicinity of the proposed development. The evidence submitted with this application shows that there is no feasibility of additional cross circulation roads within and in the vicinity of the proposed development.

Finding 11 Roads – Right-of-way

NE Coxley Drive has adequate right-of-way and is improved with pavement and curb & gutter. The applicant's plans show an 80-foot right-of-way width which meets the minimum required right-of-way width for Urban Collector (C-2cb, 2-lane with center lane & bike lane) Roads. The minimum right-of-way width and improvements along urban collector roads (C-2cb) in accordance with CCC Table 40.350.030-2 and Standard Details Manual, Drawing #11, include:

- A minimum right of way width of 70 feet
- A minimum paved roadway of 46-feet, curb to curb
- Curb/gutter and a minimum sidewalk width of 6-feet (detached)
- Landscaping (4 feet minimum)
- 5-foot bike lane (*currently there is no bike lane along the frontage of the development*).

The proposed development meets county's right of way requirements.

Finding 12 Access

All driveways shall comply with the Transportation Standards (CCC 40.350) and the requirements of the Fire Marshal. The Fire Marshal's requirements shall take precedence when they are more stringent than the Transportation Standards. NE Coxley Drive will serve the development site as the only access road. The applicant has proposed to construct an access driveway along Coxley Drive. The applicant proposes to install a 24-foot wide entrance per Clark County Standard Detail F15. Our preferred driveway approach type is Standard F17. However, the proposed driveway approach is an approved type specified in the Standard Details Manual. Staff concurs with the applicant's proposed design.

Finding 13 Driveway Spacing

The applicant proposes to construct a new access driveway along Coxley Drive. The proposed access driveway is located approximately 116 feet from an existing access driveway located east of the development and on the south side of Coxley Drive. According to CCC 40.350.030(B)(7), separation between driveways located on opposite sides of the road shall be measured from centerline to centerline of the driveways. The minimum driveway spacing along a collector road with a posted speed of 25 miles per hour is 105 feet. Therefore, the proposed driveway meets county's access driveway spacing criteria.

Finding 14 Sight Distance

The approval criteria for sight distance are found in CCC 40.350.030(B)(8). This section establishes minimum sight distance at intersections and driveways. A minimum corner sight distance of 250 feet is required for the posted speed of 25 miles per hour. The applicant is required to provide evidence to be submitted with

the construction drawings that will show that the development complies with sight distance standards. (see Condition A-4)

Finding 15 Pedestrian/Bicycle Circulation

Since NE Coxley Drive is already improved with adequate pavement and curb & gutter, the project will only construct a sidewalk and landscaping along the frontage of the proposed development. The applicant has proposed to construct a 6-foot curb-tight (attached) sidewalk. Staff finds that construction of a detached and meandering sidewalk, transitioned to match the existing sidewalk on the east and potentially transitioning again to match the future curb-tight sidewalk on the west, is not feasible. Construction of the proposed sidewalk along the frontage of the development and connecting it to the existing sidewalk on the east and possibly a future sidewalk on the west will provide for better pedestrian circulation. Currently, there are no bike lanes along Coxley Drive.

Finding 16 Road Modification

If the development cannot comply with the Transportation Standards, modifications may be granted in accordance with the procedures and conditions set out in CCC 40.550.010. The request shall meet one (or more) of the following four specific criteria:

- a. *Topography, right-of-way, existing construction or physical conditions, or other geographic conditions impose an unusual hardship on the applicant, and an equivalent alternative, which can accomplish the same design purpose, is available.*
- b. *A minor change to a specification or standard is required to address a specific design or construction problem, which, if not enacted, will result in an unusual hardship.*
- c. *An alternative design is proposed which will provide a plan equal to or superior to these standards.*
- d. *Application of the standards of the Transportation Standards to the development would be grossly disproportional to the impacts created.*

Modification Requests – A road modification application (EVR2004-00048) has been submitted to request the following modifications:

1. Approval of an attached sidewalk along the frontage on NE Coxley Drive - The narrative submitted with the road modification application indicates that:
 - construction of a detached sidewalk will require relocation of the existing street light poles;
 - transitioning the existing curb-tight sidewalk to the east of the site to a detached sidewalk along the subject development is not compatible with the existing condition;
 - extending a detached sidewalk along the frontage of the future development to the west may not be possible because of steep grade and proximity of the existing parking lot;
 - the detached sidewalk option will leave only one and a half feet landscaping strip.

2. Use of Clark County Standard's Detail F-15 to facilitate a curb-tight sidewalk – The applicant's request is intended to facilitate installation of a curb-tight sidewalk.

The applicant believes that the existing conditions create an unusual hardship for the property owner if the project is required to comply with the current street improvement standards.

Staff's Evaluation

1. Approval of an attached sidewalk along the frontage on NE Coxley Drive. The existing sidewalks along NE Coxley Drive are curb-tight. Staff finds that construction of a detached and meandering sidewalk, transitioned to match to the existing sidewalk on the east and potentially be transitioned again to match the future curb-tight sidewalk on the west, is not feasible. Furthermore, staff concurs with the applicant that the requirement for a detached sidewalk along the development frontage will impose an unusual hardship on the applicant. Therefore, the request meets the criterion described in subsection 40.550.010(A)(1)(a).
2. The proposed driveway approach is an approved type specified in the Standard Details Manual and does not require a road modification.

Staff's Recommendation - Based upon the findings, requirements transportation standards, and the provisions of road modifications approval criteria, staff recommends APPROVAL of the requested modifications.

STORMWATER:

Finding 17 Applicability

The Stormwater and Erosion Control Ordinance (CCC 40.380), adopted July 28, 2000, applies to development activities that result in 2,000 square feet or more of new impervious surface within the urban area, and all land disturbing activities, except those exempted in Section 40.380.030(A).

This project will create more than 2,000 square feet of new impervious surface (the proposed development will create pavement and sidewalk that has been estimated to exceed 2.6 acres), and it is a land disturbing activity not exempted in Section 40.380.030(A). Therefore, this development shall comply with the Stormwater and Erosion Control Ordinance.

The erosion control ordinance is intended to minimize the potential for erosion and a plan is required for all projects meeting the applicability criteria listed in 40.380.020. This project is subject to the erosion control ordinance.

Finding 18 Stormwater Proposal

The proposed project will collect on-site runoff through a stormwater collection system, provide treatment, and then dispose of the flows through infiltration facilities

(drywells). The proposed new sidewalk in the right of way of Coxley Drive will drain to the existing street storm system. The project proposes to collect stormwater runoff through a series of catch-basins, convey flows through pipes, and split the flow in a flow control manhole to allow water quality systems to function without being overwhelmed by larger storm events. The proposed infiltration units are StormTech Subsurface SC-740 chambers, manufactured by StormTech, or an approved equal. The preliminary stormwater report indicates that 55 StormTech SC-750 Chambers will be installed to handle a 100-year storm. The proposed infiltration system uses an infiltration rate of 6.25 inches per hour introducing a factor of safety of 2. The project proposes to install oil/water separators to remove any grease or oils that could be leaked onto lots, and Stormwater Management filters to provide water quality treatment. The proposed water quality flow is estimated to be approximately 0.33 cubic feet per second. The flows larger than the 0.33 cubic feet per second will be directly piped to the infiltration system by a 12-inch pipe set above the 6-inch flow control pipe in the proposed flow control manhole.

The proposed storm water facilities will be located near the southeast corner of the project site. The proposed BMPs for this project are defined by Sections 40.380.040 (B) and (C) of the Clark County Stormwater and Erosion Control Ordinance. Section 40.380.040(B)(4)(b)(11) of the ordinance includes cartridge filters utilizing compost, perlite, and geolite as acceptable BMPs for water quality treatment. The design follows specifications outlined by Stormwater Management. Also, Section 40.380.040(C)(3)(a) of the ordinance includes infiltration as an acceptable BMP for stormwater disposal from development sites where local soil types and groundwater conditions are suitable, provided that water quality treatment is provided prior to infiltration. The proposed stormwater facilities will be privately maintained. Staff finds the results the preliminary stormwater report to be reasonable. The proposed stormwater system appears to be feasible.

Finding 19 Site Conditions and Stormwater Issues

The property currently consists of an aggregate surface parking lot. The site is mostly flat with a slight south-trending grade. Elevations vary from approximately 210 feet near the northern portion of the site to 205 feet along Coxley Drive. A 15-foot high, up-gradient cut slope is located along the north property border. According to the soil investigation report, the approximately northern third of the site has been cut below original native grade. The subject site is generally surrounded by existing commercial development.

The existing site topography indicates that the site drains to the south. Under the proposed conditions, all on-site storm runoff shall be collected on site and disposed of through infiltration facilities (drywells) after treatment (Stormwater Management Filters). The new sidewalk in the right of way will drain to the existing street storm system. The proposed impervious area, including building and parking, is approximately 1.26 acres. No on-site runoff shall be allowed to drain onto neighboring properties. (see Condition A-5).

The applicant has stated that the best available infiltration rate occurs in the gravel top layers of the soil profile. Due to site constraints and facility requirements, this layer cannot be reached by the proposed infiltration system. Therefore, the

applicant proposes to set the infiltration system in the lower, less permeable layer of soils. This layer of the soil has an infiltration rate of 6.25 inches per hour, introducing a factor of safety of 2. The storm water report states that runoff during 100-year storm, with a peak flow of 1.57 cubic feet per second, can safely be handled by 55 StormTech SC-750 Chambers. In accordance with CCC 40.380.040(C)(3), the applicant shall be required to test a representative drywell to verify infiltration rates used in the final stormwater analysis. The test shall be conducted by a licensed geotechnical engineer, or a designated representative, at the exact location and depth of the proposed stormwater infiltration facilities. The test results shall be submitted to the county by the project engineer prior to completing construction of the stormwater facilities. Redesign may be required if tested rates are less than those utilized in the design. (see Condition C-3)

In accordance with CCC 40.380.040(C)(1)(h), all lots in the urban area must be designed to provide positive drainage from the bottom of footings to an approved stormwater system. (see Condition A-6)

Finding 20 Geotechnical Study

The applicant has submitted a Revised Geotechnical Site Investigation Report prepared by Columbia West Engineering, Inc. The report presents the results of subsurface explorations consisting of 4 test pits, conducted at the site on September 16 and 23, 2003. The primary purpose of the investigation was to observe and assess subsurface soil characteristics. Soil profiles were logged in accordance with Unified Soil Classification System (USCS) specifications.

According to the Geologic Map of the Vancouver Quadrangle, Washington and Oregon, Open File Report 87-10, Revised November 1987, near surface soils are expected to consist of upper-Pleistocene, gravel sized periglacial deposits derived from catastrophic outburst floods of Glacial Lake Missoula (Og). The soil survey of Clark County, Washington (United States Department of Agriculture, Soil Conservation Service (USDA SCS) November 1972) identifies surface soil as Lauren Gravelly Loam. Lauren soils generally have moderately rapid to rapid permeability and slight erosion hazard if left in a bare unvegetated condition.

Four test pits (TP-1 through TP-4) were excavated at the subject property to maximum depth of 15 feet. The test pit investigation indicated the site is primarily underlain by coarse textured soils with characteristics similar to USDA Lauren Gravelly Loam definitions. The test pits encountered the following soils types: crushed aggregate surface fill, silty gravel, poorly graded sand with gravel, and silty sand. Infiltration tests were conducted at soil type 4 at test pit 3 and test pit 1. The report indicates that test pits were excavated to depths ranging between 5 and 15 feet. Soil samples were collected and classified in accordance with the procedures of the AASHTO testing specification and to Unified Soil Classification System. The report from Columbia West Engineering documented infiltration rates from 12.5 to 140 inches per hour. For design purposes an infiltration rate of 6.25 inches per hour has been utilized. The design infiltration rate is based on a factor of safety of 2.

The soil investigation submitted with the application reports that groundwater was encountered in test pits 2 through 4, although soils were very moist at the bottom of

test pit 3. The report states, “according to Groundwater Data for the Portland Basin, Oregon and Washington, USGS, Open File Report 90-126, static groundwater at a nearby well was observed at a depth of approximately 57 feet”. The report also indicates that perched groundwater may be present in localized areas. Groundwater observed in Test Pit 1 may represent a perched layer restricted from vertical mitigation due to observed low permeability silts and clays. The soil investigation report indicated that groundwater was encountered at a depth of approximately 11 feet in test pit 1. The presence of perched groundwater may indicate reduced permeability and underscores the importance of proper drainage. Visual observation of the site indicates that stormwater from the Pro Caliber commercial building located north of the site is discharged to the subject property near the north boundary. Stormwater discharge to the site from adjacent properties may result in unanticipated adverse impacts to site structures and the stormwater facility. The development shall design and size proposed stormwater facilities (water quality and water quantity control) to handle both on-site and any off-site flows that may be draining onto the project site. (see Condition A-7)

Columbia West’s infiltration investigation suggests that in-ground stormwater disposal via properly installed stormwater management systems may be feasible for the tested areas in proximity to test pits 1 and 3. However, shallow groundwater and fine textured soils may limit the effective depth for infiltration. Limited permeability silts and clays are also present at test pit 1. Based on the findings of the soil exploration report, the proposed drywells and infiltration trenches shall be installed at depths no greater than 6 feet below existing grade at test pit 1, and 7 feet below existing grade at test pit 3. (see Condition A-8)

The geotechnical report recommends an overflow pipe with an approved discharge point. The applicant has stated that, in case the proposed stormwater system overflows, the runoff would flow over the proposed driveway and into the stormwater system in Coxley Drive.

Finding 21 Erosion Control

The erosion control ordinance is intended to minimize the potential for erosion. A plan is required for all projects meeting the applicability criteria listed in CCC 40.380.020. This project is subject to the erosion control ordinance.

Because of the presence of sloped areas and fine textured particles, there is potential for erosion of near surface soil if unprotected and unvegetated during periods of increased precipitation. It is recommended that site specific erosion control measures be implemented to address protection of slopes or exposed areas. This may include silt fence, biofilter bags, straw wattles, or other suitable methods. During construction activities, all exposed areas should be well compacted and protected from erosion with visqueen or other means, as appropriate.

FIRE PROTECTION:

Finding 22 Fire Marshal Review

This application was reviewed by Tom Scott in the Fire Marshal's Office. Tom can be reached at (360) 397-2375 x4095 or 3323. Information can be faxed to Tom at

(360) 759-6063. Where there are difficulties in meeting these conditions or if additional information is required, contact Tom in the Fire Marshal's office immediately.

Building construction occurring subsequent to this application shall be in accordance with the provisions of the county's building and fire codes. Additional specific requirements may be made at the time of building construction as a result of the permit review and approval process. (see Condition B-2)

Finding 23 Fire Flow

Fire flow in the amount of 1,000 gallons per minute supplied for two hours duration is required for this application. Information from the water purveyor indicates that the required fire flow is available at the site.

Water mains supplying fire flow and fire hydrants shall be installed, approved, and operational prior to the commencement of combustible building construction. (see Condition B-3)

Finding 24 Fire Hydrants

Fire hydrants are required to be provided such that the maximum spacing between hydrants does not exceed 300 feet and such that no portion of the building exterior is in excess of 300 feet from a fire hydrant, as measured along approved fire apparatus access roads. Also, buildings provided with automatic fire sprinkler systems shall be provided with a minimum of two fire hydrants. One fire hydrant shall be within 100 feet of approved fire department connections to the sprinkler systems.

Fire Marshal staff indicates that the indicated number and spacing of fire hydrants is adequate.

The local fire district chief approves the exact locations of fire hydrants. As a condition of approval, contact the Vancouver Fire Department at (360) 363-8166. (see Condition B-3)

Finding 25 Fire Access

Fire apparatus access is required for this application. Access roads are required to maintain an unobstructed width of not less than 20 feet, an unobstructed vertical clearance of not less than 13.5 feet, with an all-weather driving surface, and capable of supporting the imposed loads of fire apparatus.

Fire Marshal staff indicates that the roadways and maneuvering areas as indicated on the preliminary site plan adequately provide required fire apparatus access.

Finding 26 Fire Alarm and Suppression Systems

An automatic fire sprinkler system and an approved fire alarm system is required at the time of construction of the proposed building. Such systems require separate reviews, permits, and approvals issued by the Fire Marshal's office. (see Condition C-5)

IMPACT FEES:

Finding 27 Traffic Impact Fees

The proposed development will have an impact on traffic in the area, and is subject to Traffic Impact Fees (TIF) in accordance with CCC 40.610 & 40.620. The site is located within the Orchards TIF Subarea with a fee rate of \$165 per new trip.

The adjusted trip rate for general office (10,000-99,999 sq ft) is 15.59 trips per thousand square feet gross floor area. The adjusted trip rate for medical/dental office is 36.13 trips per thousand square feet gross floor area. TIF is calculated as follows, where:

F = Fee rate

T = adjusted daily trips

A = 15% reduction adjustment for future tax revenues

$TIF = F \times T \times A$

$TIF = \$165 \times (18,251 \times 15.59) \times 0.85$

$TIF = \$39,905.77$ (18,251 sq ft general office)

$TIF = \$165 \times (10,517 \times 36.13) \times 0.85$

$TIF = \$53,292.08$ (10,517 sq ft medical/dental)

$TIF = \$93,197.85$ Total

The maximum floor space occupied by medical/dental office use shall be 10,517 square feet, unless additional space is approved through a subsequent application. (see Finding C-1)

TIF is payable prior to issuance of building permits. (see Condition B-4)

SEPA DETERMINATION and DECISION

The likely SEPA determination of Non-Significance (DNS) in the Notice of Development Review Application issued on July 23, 2004 is hereby final.

Based upon the proposed plan (identified as Exhibit #1) and the findings and conclusions stated above, the Development Services Manager hereby **APPROVES** this request, subject to the following conditions of approval:

Conditions of Approval

A. Conditions that must be met prior to Final Site Plan approval.

- A-1** The site plan shall be amended to provide two additional parking spaces. Alternatively, the proposal may be amended to reduce the amount of building space allocated to medical/dental office use to a level that the proposed amount of parking will support, in compliance with CCC 40.340.010. (see Finding 1)
- A-2** The landscape plan shall be amended to provide live groundcover plantings, in addition to the trees and shrubs, within the required landscape buffers. (see Finding 2)
- A-3** The applicant shall reimburse the county for the cost of concurrency modeling incurred in determining the impact of the proposed development, in an amount not to exceed \$1,500. The reimbursement shall be made within 90 days of issuance of the Staff Report with evidence of payment presented to staff at Clark County Public Works. (see Finding 6)
- A-4** The applicant is required to provide evidence to be submitted with construction drawings that will show the development complies with sight distance standards. (see Finding 14)
- A-5** No on-site runoff shall be allowed to drain onto neighboring properties. (see Finding 19)
- A-6** In accordance with CCC 40.380.040(C)(1)(h), all lots in the urban area shall be designed to provide positive drainage from the bottom of footings to an approved stormwater system. (see Finding 19)
- A-7** The development shall design and size proposed stormwater facilities (water quality and water quantity control) to handle both on-site and any off-site flows that may be draining onto the project site. (see Finding 20)
- A-8** The proposed drywells and infiltration trenches shall be installed at depths no greater than 6 feet below existing grade at test pit 1 and 7 feet below existing grade at test pit 3. (see Finding 20)

B. Conditions that must be met prior to issuance of Building Permits

- B-1** Prior to issuance of any building or grading permits for the development site, the applicant shall obtain written approval from Clark County Department of Public Works of the applicant's Traffic Control Plan (TCP). The TCP shall govern all work within or impacting the public transportation system.

The applicant shall maintain all existing signs within the public right of way within the limits of the development's construction until the public roads have been

accepted by the county. The developer shall install and maintain temporary signs where the development's signing and striping plan shows new or modified warning or regulatory signs. New or modified temporary signing shall be installed when any connection is made to the public road network. The developer shall remove the temporary signs immediately after the county installs the permanent signing and striping. (see Finding 9)

B-2 Building construction occurring subsequent to this application shall be in accordance with the provisions of the county's building and fire codes. Additional specific requirements may be made at the time of building construction as a result of the permit review and approval process. (see Finding 22)

B-3 Water mains supplying fire flow and fire hydrants shall be installed, approved, and operational prior to the commencement of combustible building construction. The applicant shall obtain approval of hydrant location(s) from the Vancouver Fire Department (360/696-8166).

Fire hydrants shall be provided with appropriate "storz" adapters for the pumper connection. A six-foot clear space shall be maintained completely around every fire hydrant. (see Findings 23 & 24)

B-4 Prior to issuance of a building permit, the applicant shall pay to the Clark County Building Department Traffic Impact Fees (TIF) in the amount of \$93,197.85. For a building permit application occurring more than three (3) years after the date of this site plan approval, the TIF shall be recalculated at the then-current fee rate. (see Finding 27)

<p>C. Conditions that must be met <u>prior to issuance of Occupancy Permits</u></p>
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C-1 Occupancy permits for medical/dental office tenants shall be limited to the total amount of gross floor area of the building approved for that use on the final site plan, unless additional space for that occupancy is approved through a new site plan review application. (see Findings 1 & 27)

C-2 Prior to issuance of a certificate of occupancy, the applicant shall install landscaping in accordance with the final approved landscape plan. (see Finding 2)

C-3 The applicant shall be required to test a representative drywell to verify design infiltration rates used for the final stormwater analysis. A licensed geotechnical engineer shall test the infiltration rate at the exact location and depth of the proposed infiltration facility. The timing of the test shall be determined at the pre-construction conference. The test results shall be submitted to the county by the project engineer. Redesign may be required if tested rates are less than those utilized in the design. (see Finding 19)

- C-4** Prior to issuance of a certificate of occupancy, the applicant shall construct and install the street and stormwater improvements in accordance with the approved final engineering plans. Sidewalks, driveways, and parking shall comply with ADA standards.
- C-5** An automatic fire sprinkler system and an automatic fire alarm system shall be installed in the building. Such systems require separate reviews, permits, and approvals issued by the Fire Marshal's office. Fire department connections (FDC) shall be located a distance from the building equal to the height of the building at the FDC. (see Finding 26)

D. Standard Conditions

This development proposal shall conform to all applicable sections of the Clark County Code. The following conditions shall also apply:

Site Plan Approval:

- D-1** Within 5 years of preliminary plan approval, a Fully Complete application for a building permit shall be submitted.

Landscaping:

- D-2** Prior to issuance of an approved occupancy for this building, the applicant shall submit a copy of the approved landscape plan with a letter signed and stamped by a landscape architect licensed in the state of Washington certifying that the landscape and irrigation have been installed in accordance with the approved final landscape plan, and verifying that any plant substitutions are comparable to the approved plantings and suitable for the site.

Transportation:

- D-3** Prior to construction, the applicant shall submit and obtain county approval of a final transportation design in conformance to CCC 40.350.

Stormwater:

- D-4** Prior to construction, the applicant shall submit and obtain county approval of a final stormwater plan designed in conformance to CCC 40.380.

Pre-Construction Conference:

- D-5** Prior to construction or issuance of any grading or building permits, a pre-construction conference shall be held with the County.

Erosion Control:

- D-6** Prior to construction, the applicant shall submit and obtain County approval of a final erosion control plan designed in accordance with CCC 40.380.

D-7 Prior to construction, erosion/sediment controls shall be in place. Sediment control facilities shall be installed that will prevent any silt from entering infiltration systems. Sediment controls shall be in place during construction and until all disturbed areas are stabilized and any erosion potential no longer exists.

D-8 Erosion control facilities shall **not** be removed without County approval.

Excavation and Grading:

D-9 Excavation/grading shall be performed in compliance with Appendix Chapter 33 of the Uniform Building Code (UBC).

D-10 Site excavation/grading shall be accomplished, and drainage facilities shall be provided, in order to ensure that building foundations and footing elevations can comply with CCC 14.04.252.

Note: The Development Services Manager reserves the right to provide additional comment and findings of fact regarding this decision, if appealed.

An **appeal** of any aspect of this decision, including the SEPA determination and any required mitigation measures, may be appealed to the County Hearing Examiner only by a party of record. A "Party of Record" includes the applicant and those individuals who submitted written testimony to the Development Service Manager within the designated comment period.

The appeal shall be filed with the Department of Community Development within fourteen (14) calendar days from the date the notice of final land use decision is mailed to parties of record. This decision was mailed on September 24, 2004. Therefore any appeal must be received in this office by 4:30 PM, October 8, 2004.

APPEAL FILING DEADLINE
Date: October 8, 2004

Any appeal of the final land use decisions shall be in writing and contain the following:

1. The case number designated by the County and the name of the applicant;
2. The name and signature of each person or group (petitioners) and a statement showing that each petitioner is entitled to file an appeal as described under Section 40.510.030(H) of the Clark County Code. If multiple parties file a single petition for review, the petition shall designate one party as the contact representative with the Development Services Manager. All contact with the Development Services Manager regarding the petition, including notice, shall be with this contact person;

3. The specific aspect(s) of the decision and/or SEPA issue being appealed, the reasons why each aspect is in error as a matter of fact or law, and the evidence relied, on to prove the error; and,
4. A check in the amount of **\$1070** (made payable to the Department of Community Development).

The appeal request and fee shall be submitted to the Department of Community Development, Customer Service Center, between 8:00 AM and 4:30PM Monday through Friday, at the address listed below.

Attachments:

- Copy of Proposed Preliminary Plan

A copy of the approved preliminary plan, SEPA Checklist and Clark County Code are available for review at:

**Public Service Center
Department of Community Development
1300 Franklin Street
P.O. Box 9810
Vancouver, WA. 98666-9810
Phone: (360) 397-2375; Fax: (360) 397-2011**

A copy of the Clark County Code is also available on our Web Page at:
Web Page at: <http://www.clark.wa.gov>